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EXEMPTION  
L390  
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05 March 2004

IN REPLY, REFER TO:  
L390-04-0945



Federal Aviation Administration  
Wichita Aircraft Certification Office  
1801 Airport Road, Room 100  
Wichita, Kansas 67209

ATTENTION: Mr. Charles Riddle  
Program Manager

SUBJECT: **Model 525B, Petition for Exemptive Relief from 14 CFR 23.181(b)**

REFERENCE: (1) FAA Project Number AT3268WI-A  
(2) Cessna Letter L390-01-02-2980, "Request of Extension of FAA  
Exemption Number 5759 to Model 525B", dated September 22, 2002.

Dear Mr. Riddle:

**FAA - 2004-17317-1**

The purpose of this letter is for Cessna Aircraft Company to petition for an exemption of 14 CFR 23.181(b) for the Cessna Model 525B. This letter replaces the previous letter (Reference 2) on this same subject.

Background:

Model 525:

Exemption No. 5759 was granted to Cessna Aircraft Company by the FAA on October 1, 1993 for the Cessna Model 525. Exemption No. 5759 from 14 CFR 23.181(b) allowed amendment of the Model 525 Type Certification Data Sheet, A1WI, to permit type certification of the Model 525, "Citation Jet." The Model 525 was exempt from the requirement to descend below 18,000 feet in the event of a yaw damper failure.

Model 525A:

The Cessna Model 525 Type Certification Data Sheet, A1WI, was amended to include the Model 525A on June 21, 2000. FAA Exemption No. 5759 was extended to include the Model 525A, to allow a positive damping ratio equating to 1/10<sup>th</sup> amplitude within 13 cycles.

Petition:

Cessna Aircraft Company petitions the FAA for a new exemption for the Model 525B as follows; the exemption will be the same as Exemption 5759 with the additional limitation of flight above 30,000 feet being prohibited without an active yaw damper. This limitation will be addressed with an AFM limitation and an AFM procedure to descend below 30,000 feet in the event of a yaw damper failure while in flight above 30,000 feet. In addition, an MMEL item will be added to limit yaw damper inactive flights to below 30,000 feet.

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Cessna Aircraft Company considers this request reasonable on three grounds. First, the Model 525B is a derivative of the Model 525 and Model 525A, and therefore, the certification basis is similar. Second, the Model 525B meets the relevant requirement in 14 CFR 25. Finally, flight tests (development and certification) have produced data which shows the Model 525B to be stable and controllable throughout the flight envelope.

Cessna Aircraft Company respectfully petitions for a new exemption similar to Exemption No. 5759.

Sincerely,

CESSNA AIRCRAFT COMPANY

A handwritten signature in black ink, appearing to read "Wendell W. Corneil". The signature is fluid and cursive, with the first name being the most prominent.

Wendell W. Corneil  
Executive Engineer, DOA-230428-CE